

STATE OF CALIFORNIA
Budget Change Proposal - Cover Sheet
DF-46 (REV 08/15)

Fiscal Year 2016-17	Business Unit 0521	Department Secretary for Transportation Agency	Priority No. 1
Budget Request Name 0521-001-BCP-BR-2016-GB		Program 0270--ADMINISTRATION OF TRANSPORTATION AGENCY	Subprogram


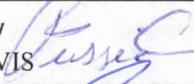
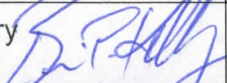
Budget Request Description
Statewide Coordination of Traffic Safety Data Systems

Budget Request Summary

The Secretary for Transportation Agency requests the following: redirect one position from the California Department of Transportation to the Secretary for Transportation Agency; increase reimbursement authority by \$159,000 to support one permanent Career Executive Assignment to establish a Traffic Records Program Manager who would coordinate the statewide efforts to align the various state agencies and local government's traffic record systems; and, shift \$200,000 federal fund authority (through 2017-18) from the California Traffic Safety Program to the Administration of Transportation Agency Program to conduct a traffic records assessment.

Requires Legislation <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Code Section(s) to be Added/Amended/Repealed	
Does this BCP contain information technology (IT) components? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <i>If yes, departmental Chief Information Officer must sign.</i>	Department CIO	Date
For IT requests, specify the date a Special Project Report (SPR) or Feasibility Study Report (FSR) was approved by the Department of Technology, or previously by the Department of Finance. <input type="checkbox"/> FSR <input type="checkbox"/> SPR Project No. Date:		

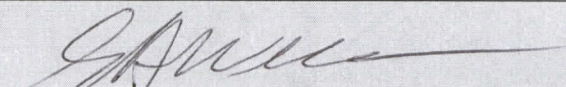
If proposal affects another department, does other department concur with proposal? ☒ Yes ☐ No
Attach comments of affected department, signed and dated by the department director or designee.

Prepared By ROBERT NELSON 	Date 12-10-2015	Reviewed By RUSSIA CHAVIS 	Date 12-10-2015
Department Director	Date	Agency Secretary BRIAN P. KELLY 	Date 12-10-2015

Department of Finance Use Only

Additional Review: ☐ Capital Outlay ☐ ITCU ☐ FSCU ☐ OSAE ☐ CALSTARS ☐ Dept. of Technology

BCP Type: ☐ Policy ☐ Workload Budget per Government Code 13308.05

PPBA 	Date submitted to the Legislature 1/7/2016
--	---

Budget Change Proposal - Cover Sheet

DF-46 (REV 08/15)

A. Budget Request Summary

The Secretary for Transportation Agency requests the following: redirect one position from the California Department of Transportation to the Secretary for Transportation Agency; increase reimbursement authority by \$159,000 to support one permanent Career Executive Assignment to establish a Traffic Records Program Manager who would coordinate the statewide efforts to align the various state agencies and local government's traffic record systems; and, shift \$200,000 in federal fund authority (through 2017-18) from the California Traffic Safety Program to the Administration of Transportation Agency Program to conduct a traffic records assessment.

B. Background/History *(Provide **relevant** background/history and provide program resource history. Provide workload metrics, if applicable.)*

The traffic records system in California encompasses the hardware, software, personnel, and procedures that capture, store, transmit, analyze, and interpret traffic safety data. At the core of the state's traffic safety records systems are databases comprised of crash, citation, adjudication, driver licensing, emergency medical services, injury surveillance, roadway information, and vehicle records.

The California Highway Patrol (CHP) maintains the Statewide Integrated Traffic Records System (SWITRS), which is the primary data repository for all crash report records in California. Installed and maintained by the CHP in 1974, SWITRS collects and stores collision-related reports from state and local law enforcement agencies and makes the data available to state and local agencies upon request. Approximately 7,000–8,000 crash reports arrive at CHP Headquarters each week, and 500,000 reports are keyed into an Oracle database annually. Three types of reports are entered into the system, which include (1) fatal crash reports, (2) injury crash reports, and (3) property damage-only crash reports. Over the years, SWITRS has undergone both major and minor programming developments in response to advances in computing capabilities and technology. Some of the more recent improvements to the SWITRS program have been the introduction of online crash data query capabilities, the collection and storage of crash location, and the addition of new data fields in the state crash report.

The Department of Transportation (Caltrans) maintains the Traffic Accident Surveillance and Analysis System and Transportation System Network, which are supplemental repositories of collision data extracted from the SWITRS database that contains highway engineering data on over 15,000 miles of state highways, including over 19,000 intersections and 14,000 ramp sections. Caltrans codes the Traffic Collision Reports with the postmile designation to identify the location of a collision. The postmile is used to propose engineering improvements and justify priorities for expending traffic safety funds as part of the Highway Safety Improvement Program (HSIP).

The Department of Motor Vehicles (DMV) maintains a large statewide computer network to record all registered motor vehicles, all licensed drivers and those drivers who are found to have been unlicensed when stopped for a traffic violation or involved in a collision. Data received from SWITRS is matched to individual driver records in the DMV system. When matches are found, the crash information is updated to those drivers' records. As part of this process, DMV attempts to match SWITRS data with the DMV database using an Automated Name Index process. If the program is not able to match the crash information to an individual driver's record, the program generates an error card. Approximately 60 to 120 error cards are generated each week due to a data mismatch between the two systems. In addition to the error cards, the current delay in reporting crashes from CHP to DMV is at least 12 months if a fatality was not involved. SWITRS related delays and keying errors results in the postponement and sometimes failure of DMV to take action against negligent drivers, which means certain at-risk drivers, who would have otherwise been suspended, are allowed to continue driving.

In addition to the state owned systems, all cities and counties maintain traffic-related records, including data on local roadways. Many agencies report optimal effectiveness can be achieved by maintaining a local system that may include substantially more data elements than are currently contained in the statewide systems. A local system typically includes collision records, records of arrests and citations, and crash data on local streets and roads.

C. State Level Considerations

The Federal Highway Administration and the National Highway Traffic Safety Administration statewide Traffic Records Assessment was critical of the quality, timeliness, accuracy, completeness, consistency/uniformity, integration and accessibility of California traffic records data. The federal government recommended that California establish a traffic records data coordinator to manage data improvement projects, track the progress of implementing the traffic records strategic plan, and provide leadership to establish statewide business needs.

The state Traffic Records Coordinating Committee was created to explore ways to centralize all state traffic records with the primary goal of improving the accuracy, completeness, timeliness, uniformity, accessibility, and integration of the core databases. While the Committee works, various aspects of traffic records are still being collected and maintained by a variety of responsible agencies.

SWITRS is paper-based and relies on manual entry. A number of allied agencies are now using field data capture methods to enter the data into their locally designed records management systems, but have to print hard copy reports and mail them to CHP for manual entry. SWITRS backlog, due to manual data entry, could result in increased financial risk to the state and traffic related injuries and deaths and often results of the following: (1) transportation safety and engineering decisions not being data-driven; (2) Caltrans settling litigation as a result of data deficiencies; (3) DMV delays taking driver licensing actions or unsafe drivers continue to drive because of data deficiencies; and, (4) OTS being unable to make sound funding decisions because of data deficiencies.

D. Justification

The resources will establish a full-time Traffic Records Program Manager who is responsible for leading statewide traffic safety data improvement projects in the state, to engage stakeholders (owners, users and collectors of each of the datasets and systems) in these efforts, and to manage and/or oversee the progress of individual projects.

The Traffic Records Program Manager would serve as the single point of contact for data improvement projects and would collaborate directly with those involved. Additionally, the Traffic Records Program Manager will increase traffic safety for Californians through improved traffic safety data that can only be achieved by aligning the state's numerous traffic records systems.

Additionally, CHP, Caltrans, and DMV are currently planning to replace current traffic safety systems, which are near the end of their useful service life. Determining the statewide needs of traffic safety data is critical for projects to properly determine the business needs so that entities could use similar business processes when developing their systems. The lack of planning could lead to significant system modifications necessary for the systems to interact, resulting in project delays and increased project costs.

E. Outcomes and Accountability

The establishment of a Traffic Records Program Manager would create the following new workload:

Projected Outcomes (Total Position Workload)

Workload Measure	CY	BY	BY+1	BY+2	BY+3	BY+4
Assessment of Business Needs —Will work with stakeholders to develop a plan to consolidate traffic data systems to increase communication.	0	0.20	0.20	0.20	0.20	0.20
System Evaluation —Will lead the California Traffic Records Coordinating Committee in developing and evaluating data quality performance measures.	0	0.15	0.15	0.15	0.15	0.15
Technical Advisor —Will be the state's expert and technical advisor with advanced knowledge of traffic safety data.	0	0.10	0.10	0.10	0.10	0.10
Project Oversight —Will develop project proposals, recommend performance improvements, and incorporate technology innovations to address system needs.	0	0.14	0.14	0.14	0.14	0.14
Project Monitoring —Will evaluate project deliverables using strategic planning and performance-based measures.	0	0.24	0.24	0.24	0.24	0.24
Project Communication —Will be responsible to coordinate communication between multiple stakeholders including consumers, advocates, providers, local government officials and staff, state staff, legislative staff, and legislators.	0	0.15	0.15	0.15	0.15	0.15
Project Chair —Will represent Agency at multi-agency committees and project teams. Will provide regular updates to the Agency Secretary.	0	0.02	0.02	0.02	0.02	0.02

F. Analysis of All Feasible Alternatives

Alternative 1: Approve the redirection of one position from the California Department of Transportation to the Secretary for Transportation Agency; increase reimbursement authority by \$159,000 to support one permanent Career Executive Assignment to establish a Traffic Records Program Manager who would coordinate the statewide efforts to align the various state agencies and local government's traffic record systems; and the shift of \$200,000 federal fund authority (through 2017-18) from the California Traffic Safety Program to the Administration of Transportation Agency Program to conduct a traffic records assessment.

Analysis of Alternative 1

Pros: The position would lead the statewide efforts to align the various state agencies and local government's traffic records systems. This system integration will ultimately provide the Transportation agencies with data that can be used to make sound evidence based decisions on grant funding to improve highway safety and save lives.

Cons: The \$159,000 in federal funds could be used instead for other eligible programs and projects.

Alternative 2: Deny the request.

Analysis of Alternative 2:

Pros: The \$159,000 could be used for other eligible programs and projects.

Cons: Rejection of this proposal would maintain the status quo. Drivers who should have suspended licenses will continue to drive legally due to incomplete or untimely reporting of court action, and highway safety grant funding will continue to be awarded based on incomplete or inaccurate data.

G. Implementation Plan

Implementation will begin July 1, 2016.

H. Supplemental Information

None

I. Recommendation

The Secretary for Transportation Agency recommends approval of Alternative 1, redirection of one position from the California Department of Transportation to the Secretary for Transportation Agency; increase reimbursement authority by \$159,000 to support one permanent Career Executive Assignment to establish a Traffic Records Program Manager who would coordinate the statewide efforts to align the various state agencies and local government's traffic record systems; and, shift \$200,000 federal fund authority (through 2017-18) from the California Traffic Safety Program to the Administration of Transportation Agency Program to conduct a traffic records assessment.

BCP Fiscal Detail Sheet

BCP Title: **Statewide Coordination of Traffic Safety Data Systems**

DP Name: **0521-001-BCP-DP-2016-GB**

Budget Request Summary

	FY16					
	CY	BY	BY+1	BY+2	BY+3	BY+4
Positions - Permanent	0.0	1.0	1.0	1.0	1.0	1.0
Total Positions	0.0	1.0	1.0	1.0	1.0	1.0
Salaries and Wages						
Earnings - Permanent	0	98	98	98	98	98
Total Salaries and Wages	\$0	\$98	\$98	\$98	\$98	\$98
Total Staff Benefits	0	53	53	53	53	53
Total Personal Services	\$0	\$151	\$151	\$151	\$151	\$151
Operating Expenses and Equipment						
5301 - General Expense	0	8	8	8	8	8
5340 - Consulting and Professional Services -	0	200	200	200	200	200
54XX - Special Items of Expense	0	-200	-200	-200	-200	-200
Total Operating Expenses and Equipment	\$0	\$8	\$8	\$8	\$8	\$8
Total Budget Request	\$0	\$159	\$159	\$159	\$159	\$159

Fund Summary

Fund Source - State Operations						
0044 - Motor Vehicle Account, State	0	0	0	0	0	0
0890 - Federal Trust Fund	0	200	200	200	200	200
0995 - Reimbursements	0	159	159	159	159	159
Total State Operations Expenditures	\$0	\$359	\$359	\$359	\$359	\$359
Fund Source - Local Assistance						
0890 - Federal Trust Fund	0	-200	-200	-200	-200	-200
Total Local Assistance Expenditures	\$0	\$-200	\$-200	\$-200	\$-200	\$-200
Total All Funds	\$0	\$159	\$159	\$159	\$159	\$159

Program Summary

Program Funding						
0270 - Administration of Transportation Agency	0	359	359	359	359	359
0275 - California Traffic Safety Program	0	-200	-200	-200	-200	-200
Total All Programs	\$0	\$159	\$159	\$159	\$159	\$159

Personal Services Details

Positions	Salary Information								
	Min	Mid	Max	CY	BY	BY+1	BY+2	BY+3	BY+4
7500 - C.E.A. (Eff. 07-01-2016)				0.0	1.0	1.0	1.0	1.0	1.0
Total Positions				0.0	1.0	1.0	1.0	1.0	1.0
Salaries and Wages	CY	BY	BY+1	BY+2	BY+3	BY+4			
7500 - C.E.A. (Eff. 07-01-2016)	0	98	98	98	98	98			
Total Salaries and Wages	\$0	\$98	\$98	\$98	\$98	\$98			
Staff Benefits									
5150350 - Health Insurance	0	28	28	28	28	28			
5150600 - Retirement - General	0	25	25	25	25	25			
Total Staff Benefits	\$0	\$53	\$53	\$53	\$53	\$53			
Total Personal Services	\$0	\$151	\$151	\$151	\$151	\$151			